













**Monton, Alta.**

## Edmonton, Alta.

# JURY'S VERDICT IN INQUEST INTO AUTO DISASTER

Find Car Which Collided With  
Train Was Driven at Ex-  
cessive Speed.

INSIST ON GATES AT  
ALL LEVEL CROSSINGS.

Recommend City Authorities Im-  
mediately Consider Question  
of Subways.

(From Last Evening's Edition.)  
The inquest on the bodies of Mrs.  
W. R. Lines and Miss Dorothy Gifford,  
who met their deaths in the  
automobile disaster at the Norway  
avenue level crossing last Friday  
night concluded yesterday after-  
noon. The jury of seven men in the  
coroner's court, returning the following verdict:

"That Mrs. W. R. Lines and Miss  
Dorothy Gifford came to their  
deaths as a result of the collision  
with the east-bound C.N.R.  
passenger train at the Norway  
avenue level crossing at about 8 p.m.  
on Friday, October 2nd.

"We find from the evidence  
given that the automobile was  
driven at an excessive rate of speed,  
and that the automobile was  
deficient in the workings of the  
brakes on only that all neces-  
sary precautions were taken by  
the watchman at the crossing  
with regard to the approach of  
the automobile.

"We would strongly recommend  
that immediate steps be taken by  
the city with the proper authori-  
ties to construct subways on level  
crossings in congested portions  
of the city, and we would recom-  
mend that gates be placed in the  
streets on such crossings at the  
earliest possible date, for the  
protection of the public.

"We are further of the opinion  
that the low crossing of the city  
are dangerously exposed, and  
would recommend that more  
light be furnished at each  
level crossing.

"We would recommend that the  
existing laws with regard to the  
speed of automobiles in the city  
be strictly enforced.

Several more witnesses gave evi-  
dence at the adjourned inquest yes-  
terday. (Continued from page 1.)  
The coroner, Dr. J. H. Gifford, of the  
secret highway, said when his car was  
stopped in response to the signal of  
the watchman, it was 121 feet from  
the C. N. R. tracks. Another witness  
said that the automobile "went  
by" before it struck the engine.  
James H. Gifford, brother of the  
C. N. R. train, said he received the  
order from the watchman to  
stop when two hundred feet from  
the crossing, and the whistle was  
blown and the automobile had not  
stopped. He said he saw the automobile  
stop just before it reached the train.  
It was going at about 25 miles an  
hour. He saw the car behind the  
engine-catcher. The collision took place  
on or just east of the sidewalk, and  
the car appeared to be a light  
one of its course, as if it felt was  
trying to dodge past. The auto was  
wedged under the running board of  
the engine. One body was found be-  
tween the tracks of the tender, and  
the other underneath the rear of the  
engine.

Mr. McKinnon may as well say so  
at once. It is not that the car was  
going more than 20 or 25 miles an  
hour.

Witness—I would suggest that it  
was going at least thirty or thirty-  
five.

James Watson, C.N.R. policeman,  
said the car appeared to be damaged  
more on the left than the right side,  
as it had occurred in its course.

Austin K. Rogers of the "Polar-  
ization Co. also gave expert evidence.

## ITALIAN SOCIETY BILL IS OPPOSED

Private Bill Fails to Secure  
Support in Committee  
Yesterday

(From Last Evening's Edition.)  
The act to incorporate the Mutual  
Benefit Society of Italian Workers,  
C.N.R. met with opposition in the  
private bills committee of the legisla-  
ture yesterday. Laudable objects of  
the society were set out in the fol-  
lowing:

To improve the social, intellectual  
and moral condition of the members  
of the society and to educate them in  
industry, sobriety and frugality and  
to give all moral and material aid in  
its power to its members and those  
dependent upon them.

To establish and maintain a fund  
for the relief of sick and distressed  
members and for the burial of mem-  
bers.

The committee considered that the  
objects as set out brought the society  
under the definition of an insurance  
society, and pointed out that if so  
they would have to pay a fee of \$100 a  
year and make a deposit of \$2,000  
with the Government.

The Law Clerk reported that the  
25 undersigned present to collect  
large sums of money from working  
society would afford opportunities for  
fraud and make away with them.

The incorporators were advised to

apply for incorporation as a company  
under the Companies Ordinance, chap-  
ter 48, which would give them a  
charter of rights. It was ex-  
plained that the members could pay  
\$1 per month and if they were com-  
pelled to register as an insurance  
company it would practically put them  
out of business.

## MRS. JOHN DUFF DEAD

Sister of Late Sir Oliver Mowat Sur-  
vives to Family in Street  
Accident

Kingsford, Ont., Oct. 7.—Mrs. John  
Duff, who suffered the loss of a leg in  
a street car accident yesterday, died  
yesterday night. She was about 60  
years of age, and a sister of the late  
Sir Oliver Mowat. One sister, Mrs.  
John Fraser, is the last surviving  
member of the Mowat family in King-  
ston.

## Asquith Has Thrown Down The Gauntlet To Sir Edward Carson

Special Cable to the Bulletin by its Resident Correspondent.  
London, Oct. 7.—It felt throughout Great Britain this  
morning that the speech of Home Secretary McKenna last  
night cleared the air to a certain extent of the rumors re-  
specting a compromise by the government, and threw down  
the gauntlet against Sir Edward Carson and his Ulster fol-  
lowers.

Mr. McKenna stated boldly on the public platform that  
there had been no change of the home rule program by Pres-  
ident Asquith. It would be passed and carried out without  
further appeal to the people. This seems to indicate that  
the government has no fear of civil war in Ulster, or if it has such  
fears is shutting its eyes to the same.

## FORMER CROWN PRINCESS FACES OUT IN ANNUITY

Government of Saxony Will Not Per-  
mit Countess to Receive  
Royal Family.

Leipzig, Germany, Oct. 7.—Signor  
Toni, formerly Crown Princess  
of Saxony, will, it is now said,  
probably become involved in  
trouble with the Saxon government in  
connection with the countess, of  
which she has written the libretto,  
and whose approaching production is  
announced in Rome.

The government declares that "if  
the work contains any attacks on the  
the prince's annuity, which already  
is the subject of a bill, on account of  
the prince's indiscretion. The an-  
nuitant will, however, abstain from  
any criminal or civil prosecution,  
which they consider will only ex-  
pose publicity to the work."

STORM AT NOME  
NOW IS ABATING.  
Nome, Alaska, Oct. 7.—The  
storm is abating. Three  
unidentified bodies have been  
washed ashore. Five hundred  
pounds are hoisted. Help  
from outside will be necessary.  
The steamship Victoria, Na-  
vajo and Crown are safe at  
Nome seven miles out.

## Recommends the Purchase of Engine

Power Plant Superintendent Ad-  
vises Securing New 400 k.w.  
Bullus Machine.

Superintendent Parsons, of the  
power plant, has recommended to the  
city commissioners that they secure  
the 400 k.w. Bullus engine as purchased at  
a cost of \$11,100. This engine, he  
states, is needed to take care of the  
increased demand of the street railway  
on the power plant. Mr. Parsons  
says that he could purchase this en-  
gine out of the power plant surplus,  
and so not increase the capital  
charges at the plant. The matter is  
to be further considered by the com-  
missioners before any action is taken.

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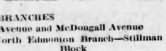


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